

APPENDIX I

Principal Characteristics of Leading Diesel Engines

SWITZERLAND

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Dyno I	2.04	12	18	190	6 $\frac{3}{4}$	7500	.09	10 $\frac{3}{4}$ /7 $\frac{1}{8}$
Etha I	2.5	13	19	270	9 $\frac{3}{8}$	6000	.08	12/7 $\frac{1}{8}$
Etha II	6	20	25	500	17 $\frac{3}{8}$	5000	.3	16/8
Buchmann	0.6	8	12	45	1 $\frac{1}{8}$	6000	.03	7 $\frac{1}{8}$ /2 $\frac{3}{4}$

ITALY

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Alfa I	1.8	12	16.5	135	4 $\frac{3}{4}$	4500	.1	—
Antares 4	4	—	—	330	11 $\frac{5}{8}$	5000	.2	14/7 $\frac{3}{4}$
Automatic 1	1	10	15	80	3 $\frac{1}{2}$	7500	—	10 $\frac{1}{4}$ /7 $\frac{1}{2}$
Automatic 4	4	15	22	260	9 $\frac{1}{8}$	6000	—	8/6
Delta 2	2.1	12.2	18	130	4 $\frac{1}{2}$	7000	—	11 $\frac{1}{8}$ /8
Elia	4.2	—	—	230	8 $\frac{1}{8}$	5500	.2	—
Folgore L.N. 2 ..	1.99	12	18	160	5 $\frac{5}{8}$	6500	.12	—
Giglio	2	—	—	180	6 $\frac{3}{8}$	5500	.1	11/4 $\frac{3}{4}$
Helium MB6	6	16	30	430	15 $\frac{1}{8}$	7000	.2	—
Helium C6	6.3	—	—	300	10 $\frac{3}{8}$	7000	.25	18 $\frac{1}{2}$
Movo D. 2	2	12	18	170	6	5500	.12	7/5 $\frac{1}{2}$
Super Tigre G13 ..	5	—	—	290	10 $\frac{1}{4}$	7000	—	—
Super Tigre G14 ..	5.65	20	18	300	10 $\frac{3}{8}$	7000	.25	—

FRANCE

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Allouchery Eclair ..	0.16	5	8	15	$\frac{1}{2}$	12000	—	4 $\frac{1}{2}$
Allouchery Eclair ..	0.7	9	15	60	2 $\frac{1}{8}$	7000	—	8
Allouchery Eclair ..	1.25	10	16	104	3 $\frac{3}{8}$	6100	.035	9 $\frac{1}{2}$
Comete Junior 5A ..	5	18	20	220	7 $\frac{1}{4}$	5000	.17	13 $\frac{1}{4}$ /8 $\frac{1}{2}$
Delmo	2.65	13	20	235	8 $\frac{1}{4}$	5500	.11	12
Jide 8	1.7	12	15	105	3 $\frac{3}{8}$	5500	—	10
Jide 12	3	16	15	135	4 $\frac{3}{4}$	4500	—	14 $\frac{1}{2}$
Maraget	.9	10	12	50	1 $\frac{1}{4}$	5500	—	9 $\frac{1}{4}$
Marquet	5	17	22	250	8 $\frac{3}{8}$	4200	.12	13 $\frac{1}{4}$
Micron	5	17	22	280	9 $\frac{1}{8}$	4800	.18	14
Micron	2.8	16	14	135	4 $\frac{1}{4}$	4700	.1	12
Micron	0.8	—	—	42	1 $\frac{1}{4}$	—	—	—
Morin 76	10	21.5	27	350	12 $\frac{3}{8}$	5700	.25	18
Morin 47	4	16	20	280	9 $\frac{7}{8}$	5000	.2	16
Morin 81	5	16.5	23	290	10 $\frac{1}{4}$	5500	.2	16
Morin 70	10	21	28	380	12 $\frac{3}{8}$	5500	.25	18
Ouragan	3.36	13	15	180	6 $\frac{1}{8}$	6600	.25	10 $\frac{3}{8}$ /7 $\frac{1}{8}$

FRANCE

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Stab	1.25	10	16	170	6	4500	.08	9 $\frac{1}{4}$
Stab	3.52	15	20	295	10 $\frac{1}{2}$	4500	.14	12
Sirocco	2	12	18	130	4 $\frac{1}{2}$	6000	—	11 $\frac{1}{8}$

CZECHOSLOVAKIA

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Atom	1.8	12	16	100	3 $\frac{1}{2}$	6000	—	10 $\frac{3}{4}$ /5 $\frac{1}{2}$
Super Atom	1.8	12	16	95	3 $\frac{3}{8}$	6000	—	10 $\frac{3}{4}$ /5 $\frac{1}{2}$
Super Atom Major ..	3.5	—	—	165	5 $\frac{1}{4}$	—	—	—

SCANDINAVIA

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
Diesella	2.4	12	18	200	7	4500	.17	—
Johanson	2.5	12	18	180	6 $\frac{3}{8}$	7000	.1	—
Mikro	2	12	17.5	220	7 $\frac{3}{4}$	7500	.1	10 $\frac{1}{4}$
Monsun	2.4	18	457	180	6 $\frac{3}{8}$	5000	.1	12 $\frac{3}{4}$ /7
Pinotti (C.P.)	1.5	11	16	135	4 $\frac{3}{4}$	4000	.1	8 $\frac{3}{4}$
Rogstadius	2.04	12	18	250	8 $\frac{3}{4}$	7500	.1	—

Gr. BRITAIN

Type	C.C.	Bore in mm.	Stroke in mm.	Weight		R.P.M.	H.P.	Prop.
				Gms.	Ozs.			
*AM	5	17.5	22	310	11	5000	.25	13/6
Frog "100"	1	9.5	14	100	3 $\frac{1}{2}$	6000	—	9/5
Leesil 24	2.4	12.7	18	200	7	5000	—	9/7
Mills	1.3	—	—	130	4 $\frac{1}{2}$	7000	—	9
Owat	5	17	21.75	310	11	5000	—	14/9

*Plans only available.

Other projected British Diesels include Clan 1 c.c., Clansman 5 c.c., Atlas 3 c.c., Electra 2 c.c., of which details have not yet been released. All British makes of which brief specifications are given are either already available or will be in quantity production in 1947.

NOTE.—Bore and stroke dimensions are given in millimetres to conform with conventional capacity in cubic centimetres. Weights are given in both grammes and ozs. to enable quick comparisons to be made. Propeller particulars give first diameter and then pitch where known or calculated, both dimensions in inches. Metric measurements have been given to the nearest simple fraction.